



## WORLD'S NAVAL REVIEW

A GATHERING OF WAR  
SHIPS SUCH AS THE  
UNIVERSE NEVER  
SAW BEFORE.

Cruisers of Foreign  
Powers.

THEIR SIZE AND ARMAMENT  
COMPARED WITH AMER-  
ICAN VESSELS.

Distinguished Guests From  
Abroad.

The naval review of 1893 in New York harbor will go down to history as the most imposing marine spectacle the world has ever seen. Never before has such an array of war vessels been gathered together.

School children, as well as many "children of a larger growth," have been taught to regard the "Invincible Armada," with which the misguided Philip II, King of Spain, fondly imagined that he would be able to effect the conquest of England, as the most formidable naval demonstration ever known. This is of course a ridiculous error, for on many occasions since then there have been gatherings of war vessels which would have annihilated the misnamed "Invincible Armada" in an hour.

The great Spanish armada was made up of 65 galleons and large ships, 25 of which were of 1,000 tons burden, 10 tenders of 50 to 100 tons, 13 small frigates, 4 galleons and 4 galleys, all 130 vessels, with a total tonnage of 75,808 tons. This is less than one-third of the tonnage participating in the great naval review. One vessel of the new United States navy, the Columbia or the New York, could lie at anchor and permit the entire armada to pepper away at her for a week without making a return, and she would not be injured at all. Any one of our ships could destroy the entire armada without suffering any damage and without discharging a single gun.

### UNCLE SAM'S SHIPS.

Roll of Our Vessels Taking Part in the Review.

These are the ships of the United States navy taking part in the review, Rear Admiral Bancroft Gherardi, commander-in-chief.

Baltimore, first class cruiser, Capt. W. R. Bridgman, 24 guns.

Chicago, first class cruiser, Capt. J. S. McMillen, 21 guns.

Philadelphia, first class cruiser, Capt. A. S. Barker, 29 guns.

San Francisco, first class cruiser, Capt. C. Watson, 28 guns.

Atlanta, first class cruiser, 20 guns.

Bennington, gunboat, Commander R. Bradford.

Dolphin, gunboat, Commander R. W. Buckingham, 9 guns.

Newark, first class cruiser, Capt. S. Casey, 25 guns.

Vesuvius, torpedo cruiser, Lieut. Seaton Schroeder.

Yorktown, gunboat, Commander S. White, 14 guns.

Concord, gunboat, Commander E. White, 14 guns.

Charleston, first class cruiser, Capt. H. T. Picking, 22 guns.

Bancroft, "practice cruiser," Lieut. Commander Asa Walker.

Cushing, torpedo boat, Lieut. McR. Winslow.

Miantonomoh, monitor.

This places America at the top of the list, as it should be, with the greatest number of ships in line.

### Strength of Our Cruisers.

The cruiser Philadelphia, the flagship of Admiral Gherardi, is one of the best known vessels of the navy. She has been in commission nearly three years, and has been the flagship of the North Atlantic squadron. On her trial trip, in July, 1890, she won \$135,000 for her contractors by surpassing the terms required in the specifications. She developed a speed of 19.6 knots per hour, the best record made up to that time by any vessel of her class.

The Philadelphia is 327.5 feet long, 45.6 feet broad, draws 19.2 feet of water, has a displacement of 4,324 tons and a maximum horse power of 8,815. Her armament consists of twelve 6-inch breech-loading rifles, with a full outfit of smaller guns. The cost of building her was \$1,323,000.

The Newark, the flagship of the first

squadron, and in command of Rear Admiral Benham, was begun in 1887 and was built by the Cramps of Philadelphia. Her dimensions are: Length on the load water line, 310 feet; extreme breadth, 49.2 feet; draught, 18.9 feet. Her displacement is 4,083 tons. The maximum indicated horse power of her triple expansion engines is 8,559, and her speed is 19 knots per hour. Her armament consists of twelve 6-inch breech-loading rifles, and a complement of rapid-firing and Gatling guns. The cost of the hull and machinery of the vessel was \$1,248,000.

Of the other vessels of the first squadron the Baltimore, which is the sister ship of the Philadelphia, is a protected cruiser of 4,224 tons, engines of 8,815 horse power, and a speed of 19.6 knots per hour. The San Francisco is considered the finest of the American cruisers. She has a speed of 20 knots per hour and is 4,065 tons in burden.

The Chicago, flagship of the second squadron, Rear Admiral Walker commanding, is 325 feet long, 45.2 feet wide and has a draught of 19 feet. She has engines of 8,084 horse power and has a displacement of 4,500 tons. Her speed is 18.3 knots per hour. Her armament consists of four 8-inch breech-loading rifles, eight 6-inch rifles, two 6-pounder and two 1-pounder rapid-firing guns, seven Hotchkiss revolving cannon and two Gatling guns.



ADMIRAL WALKER.

Of the other ships of the second squadron the Concord and Yorktown are steel gunboats of 1,700 tons each. The Charleston is a steel-protected cruiser of 4,040 tons; the Vesuvius is a steel-dynamite cruiser of 330 tons, and the Miantonomoh is a steel double-turreted monitor of 3,900 tons.

### THE VISITING TERRORS.

Descriptions of the Ships Sent By Foreign Powers.

ARGENTINA—Nuève de Julio, protected cruiser.

BRASIL—Aquidaua, battleship; Tiradentes, gun vessel; República, protected cruiser.

ENGLAND—Blake, armored cruiser; Australia, armored cruiser; Magicienne, protected cruiser; Tartar, partly protected cruiser; Partridge, partly protected cruiser.

FRANCE—Jean Bart, protected cruiser; Arthur, unprotected cruiser; Hussar, unprotected cruiser.

GERMANY—Kaiserin Augusta, protected cruiser; Seeadler, unprotected cruiser.

HOLLAND—Van Speyk, unprotected cruiser.

ITALY—Etna, protected cruiser; Giovanni Bausan, partly protected cruiser; Dogali, protected cruiser.

RUSSIA—Dmitri Donskoi, armored cruiser; General Admiral, armored cruiser; Rynda, partly protected cruiser.

SPAIN—Reina Regente, protected cruiser; Infanta Isabel, unprotected cruiser; Nueva España, torpedo vessel.

### The English Ships.

The Blake is a 9,000 ton armored cruiser, having four vertical triple expansion engines in separate compartments, with an average speed of 19.28 knots per hour under natural draught. Her armament consists of two 9-inch twenty-four ton rifles in armored towers at the bow and stern; ten 6-inch rapid-firing guns, six on the spar deck and four on the main deck in casemates; sixteen 3-pounders; seven Nordenfled machine guns and four 14-inch Whitehead torpedo tubes. She has a curved steel protective deck, from three to six inches thick, and above it the top of the machinery has an 8-inch steel protection. The casemates of the main deck guns have 6-inch steel on the board sides and two inches inside. The ammunition tubes leading from the conning tower have eight inches and the conning tower itself twelve inches of steel protective sheathing.

The Australia is a belted cruiser of 5,000 tons displacement, carrying an armor belt ten inches thick for a distance of 100 feet amidships. The protective deck is from two to three inches thick and the conning tower has a sheeting of armor plates. The triple-expansion engines develop 4,300 horse power and a maximum speed of eighteen knots per hour.

The Magicienne is a single screw protected steel cruiser of the third class, with a carrying capacity of 2,850 tons. She is 285 feet long, with a 42-foot beam, and a draught of 17.6 feet. Her indicated horse power is 9,000, and her speed is nineteen knots per hour. She was launched in 1890 and cost \$1,365,000. Her armament includes six 6-inch breech-loading rifles, nine 6-pounder

quick firing guns, one 3-pounder quick firing gun and three machine guns. She has also two fixed and two launching torpedoes.

The Tartar is a third class twin screw cruiser of 1,770 tons displacement and somewhat similar to the Yorktown. She is 225 feet in length, with a beam of 36 feet and a draught of 14 feet. Her indicated horse power is 3,500, and her speed is 17.33 knots per hour. She cost



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\$250,000. Her armament consists of six 6-inch breech-loading rifles, eight 3-pounder rifles, two machine guns, two launching torpedoes and one fixed torpedo carriage.

The Partridge is a first class composite gunboat of 1,735 tons. She is 165 feet long, with an 11.4-foot beam. Her engines have an indicated capacity of 1,300 horse power. Her speed is 13.25 knots per hour. Her armament consists of six 4-inch rifles and four machine guns. She was launched in 1888 and cost \$27,500.

France's Representatives.

Of the French contingent the Jean Bart is a protected cruiser, which was built in 1887 and cost, complete, 7,000,000 francs. She is 332 feet in length, with a beam of 43.6 feet, and a displacement of 4,162 tons. Her engines develop 8,000 horse power. Her speed is 18.65 knots per hour. Her armament is four 6-inch rifles and six 6-inch rifles, with a secondary armament of four 3-pounder rapid-firing guns, six revolving cannon and six torpedo tubes.

The Arcture is a fine-looking, old-fashioned wooden ship. Her dimensions are 277.6 feet long, 43.6 feet beam, and 21.9 feet draught. She is a gun deck and rig, with a topgallant forecastle and poop. Her armament consists of four 16-centimetre breech-loading rifles, twenty-two 14-centimetre rifles and eight machine guns. Her speed is 14 knots per hour.

The Hussard is a smaller ship than the Arcture. She is bark rigged, with graceful lines. Her dimensions are: 211 feet long, 32.6 feet beam and a draught of 13.7 feet. She was launched in 1877, and her speed is twelve knots per hour. Her armament consists of four 14-centimetre breech-loading rifles and six revolving cannon.

### The Russian Contingent.

The Dmitri Donskoi, the flagship of the Russian fleet, is a twin screw, steel, first-class cruiser of 5,396 tons and a speed of 18.3 knots per hour. She is 296 feet long, with a beam of 50 feet and a draught of 24 feet. Her engines are capable of developing 7,000 horse power. Her armament consists of a pair of 8-inch breech-loading rifles, fourteen 6-inch breech-loading rifles, fourteen machine guns, and four long 6-ton cannon. She also carries four fixed torpedo carriages, and four launching torpedo carriages. She was launched in 1883.

The General Admiral is a single screw protected cruiser of iron, copper sheathed. She is 283.7 feet long, with a beam of 49.3 feet, and a draught of 22.9 feet. Her displacement is 4,500 tons and her engines have an indicated horse power of 4,472. Her speed is 12 knots per hour. Her armament is similar to that of the Dmitri Donskoi. The Rynda of the Baltic fleet is a cruiser of 2,900 tons, 303.3 feet long, a beam of 43.9 feet and a draught of 16 feet. Her engines give an indicated horse power of 8,000. Her speed is sixteen knots per hour. Her armament consists of ten 6-inch rifles, six machine guns, four torpedo tubes and four fixed torpedo carriages.

### The Vessels of Italy.

The Etna, the Italian flagship, is a steel protected twin screw cruiser of 3,530 tons, 282.2 feet long, with a beam 42 feet. Her armament consists of two 24-ton breech-loading rifles, six 4-ton rifles and four torpedo carriages.

The Giovanni Bausan is one of the vessels present at the Columbian naval parade in New York harbor last October. She is a protected cruiser, carrying the same battery as the Etna, but is somewhat smaller, with a displacement of 3,068 tons.

The Dogali is a steel protected twin screw cruiser of 2,000 tons. She is 250 feet long, with a 37-foot beam and a draught of 14.6 feet. She is one of Italy's fastest cruisers, with a speed of 19.0 knots per hour. Her armament consists of six 6-inch rifles, nine quick-firing guns and three torpedo carriages.

The Eridanio is an unarmored transport and carries ten guns.

### Cruisers From Germany.

Germany sent the Kaiserin Augusta and the Seeadler. The former is a protected steel cruiser of 6,052 tons. She is 330 feet long, with a beam of 49.3 feet, and a 23-foot draught. She has three propellers, and is one of the swiftest cruisers afloat. Her engines have 12,000 indicated horse power, and she can go at the rate of 20 knots per hour. She is armed with twelve long 6-inch rifles, eight machine guns, eight quick firing guns, and eight torpedo tubes.

The Seeadler is a twin screw steel gunboat, 143 feet long, with a beam of 49.3 feet and a draught of 10.2 feet. Her speed is nine knots per hour. She is armed with two heavy rifled cannon, two machine guns and two torpedo tubes.

### The Spanish Vessels.

The Spanish flagship, the Reina Regente, under command of the Duke de Veragua, is a composite steel protected cruiser, 318.5 feet long, with a 36-foot beam and draught of 20 feet. Her displacement is 5,000 tons and her speed is said to be 20.7 knots. Her armament consists of six 6-inch rifles, six 4-inch rifles and ten torpedo tubes.

The Infanta Isabel is a protected cruiser, 210.9 feet long, with a beam of 32.2 feet and a draught of 12.5 feet. She has a displacement of 1,130 tons. Her armament consists of four 4-pound rifles, two long rifles, four quick firing guns and two torpedo subs.



DUKE OF VERAGUA.

The Nueva España is a twin screw steel gunboat of 900 tons displacement. She is 190 feet long, with a 23-foot beam and a draught of 10.4 feet. Her engines develop 9,000 indicated horse power. Her armament consists of six breech-loading rifles.

Nations Refusing to Take Part.

Eleven foreign nations respectively declined to participate—China, Japan, Denmark, Siam, Mexico, Ecuador, Nicaragua, Belgium, Salvador and Costa Rica; but, with the exception of the first three, those nations have no navies at all, or none to speak of, and the defense ships of China and Japan are never permitted to leave their own shores. Moreover, China and Japan do not specially desire to have their war ships inspected by other nations.

### WHAT MIGHT HAVE BEEN.

The Importance of the Affair Greatly Diminished by the Early Date.

Had congress fixed a seasonable time of year for the review its importance would have been greatly increased. Twice the number of foreign ships might have been in attendance. In a "function" of this kind each of the leading maritime nations is largely induced by the display that other navies make. For instance, Great Britain would have sent whatever ships were necessary to outshine the fleet of any other power. Similarly France and Italy probably would have sent some of their most powerful ships if each knew that the other would be so represented.

Going to the delay in getting the necessary appropriation from congress our government was unable to push preparations until the last moment, and as foreign nations could not be expected to take action any earlier than ourselves, no arrangements were definitely made until very recently.

### Russia Set the Pace.

Now, in this matter a great deal depended on Russia. The sympathy of that nation for us in 1861-63 has been well remembered here, and whenever the warships of either nation have appeared in the waters of the other the



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occasion has been one of hearty welcome. If, therefore, Russia decided to send to our Columbia review a strong squadron of powerful ships Great Brit-

ain would be forced to outdo her; but if Russia sent only a meagre display of force Britannia could afford to rule the waves with a very much weaker detachment.

Russia's choice for the parade was one that showed a continuance of her warm regard for this country. Seven of her most powerful ships were detailed for duty in our waters and if they could have arrived here in time for the review Great Britain's big battle ships would have been found leading the foreign end of the parade. But alas! our worthy legislators made no change in the date assigned to the review in their bill, and in April it had to be held. Consequently the Russian armorclads, blocked in the Baltic by ice, could not be got away in time to take part in the review, and the Russian squadron that could be present was limited to a few light cruisers.

### A Limited Representation.

That limitation set the keynote for all the other powers. England sent only one first-class ship—the Blake—and a few indifferently good cruisers; France only one more vessel than she sent to the naval parade last October; Germany a couple of modern cruisers and Italy one or two more than she had last fall.

But if Russia could have sent her seven stately battle ships, Great Britain could not have sent less than ten, the tricolor of France would have been seen on seven or eight, Germany would have had to keep step with her Gallic foe, and even Italy would have been forced to send something better than the Bausan and the Dogali.

### AMERICAN NAVAL OFFICERS.

Rear Admiral Gherardi, Walker, Harmony and Benham.

Rear Admiral Bancroft Gherardi, commanding the fleet, was made lieutenant-commander in 1863; in 1863-1864 he successfully commanded the gunboat Choctaw and the steamer Port Royal, and in the latter vessel took part in the battle of Mobile Bay, where he distinguished himself. He was promoted to a captaincy in 1874, was made commander in 1884, and became rear-admiral in 1887. In 1889 he succeeded Admiral Ralph Chandler as commandant of the Brooklyn Navy Yard, and in February, 1893, was appointed to the command of the North American station.

Acting Rear-Admiral John Grimes Walker, whose flagship is the Chicago, saw service on the Atlantic coast blockade in 1851, in the steamer Connecticut; was transferred to the Winona in 1862, and participated in the blockade and capture of New Orleans, and in the subsequent operations against Vicksburg. He had command of the Baron de Kalb in 1862-1863, and after the fall of Vicksburg was in charge of the naval operations on the Yazoo river. He was made captain in 1877; was appointed chief of the Bureau of Navigation in 1881, and was promoted to the rank of commander in 1889. He was appointed to the command of the South America station in 1890.

Rear-Admiral David B. Harmony, whose flagship is the Philadelphia, served with distinction in the civil war. He took part in the capture of Mobile and its defenses, and commanded eight vessels in an expedition to Montgomery, Ala., in 1865. He became a captain in 1875, commodore in 1885, and rear-admiral in 1889. He was appointed chief of the Bureau of Docks and Yards in 1885, and assumed command of the Asiatic squadron in 1891.

Rear-Admiral A. E. K. Benham is the fourth ranking officer of the United States navy, and was appointed to the service in 1847 from the state of New York. His earliest services were in the East India and the home squadrons. In 1853 he was promoted lieutenant, and in 1860-61 was attached to the Crusader, of the home squadron. He took part in the battle of Port Royal, was attached to vessels performing blockade and cruising duties, and in 1862 received his promotion to lieutenant-commander. He served with the famous West Gulf blockading squadron, sharing its fortunes and participating in all its excellent work, and after the close of the war was detailed to the Susquehanna. In 1867 he was promoted to commander, and after duty at the navy yard, New York, and as lighthouse inspector, was ordered to the command of the monitor Canonicus, and subsequently of the monitor Sangus. After being promoted to captain in 1875 he commanded the Richmond, on the Asiatic station, and when his cruise was done returned home, and was assigned to duty at the Portsmouth navy yard, and later to the command of the lighthouse district, New York, the most important assignment in that line. In 1885 he was made a commodore, and commanded the pay yard at Mare Island, and upon his promotion to the rank of rear-admiral was ordered to the command of the South American station.

### THE NEW SANTA MARIA.

Almost an Exact Counterpart of the Original Caravel.

The new Santa Maria, counterpart of the caravel in which Columbus sailed, is 124.60 metres (74 feet 2 inches) long, and has 7.86 metres (25 feet 7 inches) breadth of beam. Her depth at the

centre or main deck is 4.10 metres (13 feet 5 inches), which the high upper works increase to 4.90 metres (16 feet) at the bow, and 8.20 metres (26 feet 10 inches) at the stern. These measurements are believed to be those of the original caravel. It will be seen that the hull is short, narrow, and very high as compared with modern ships. The curves are also different from those of any ship built at the present time.

Two small anchors, relics of the time of Columbus, which have been preserved in the navy yard of Carmona are on board the caravel. Although they are in very good condition in spite of their four centuries of exposure, they are more for ornament than use.

The officers' quarters are in the upper part of the ship at the stern. The furniture of the commander's cabin is like that of the ancient ship, which was fully described by Columbus. It consists of a bed with the famous red curtains which were such a source of delight to the Indian chief Guacanagari, a wardrobe with drawers for maps and books, one armchair, two small chairs, and a little table at which two persons can dine.

### THE DUKE OF VERAGUA.

Sketch of the Distinguished Descendant of Christopher Columbus.

The Duke de Veragua, who, with other distinguished foreigners, came to this country to see the naval review and attend the World's fair, is the thirteenth in descent from Christopher Columbus, and for this reason alone is a notable man. But he is not one of those indolent beings who are content with ancestral honors. On the contrary, he is noted for his vigorous personality and for the originality of his views on those subjects to which he has given a lifetime of thought—namely, cattle breeding and agricultural improvements. Moreover, he is a statesman of no mean caliber and his opinion carries considerable weight in the liberal councils of Spain.

Though comparatively wealthy, the duke is by no means as rich as some of the older families of Spain. His income, much of which is derived from his extensive and well managed estate, is estimated at \$50,000 a year, and this is small when compared with the incomes of a few very old families, whose ancestors were potentates when Christopher Columbus was unknown. The duke, however, is one of the greatest grandees in Spain, and the prestige which necessarily attaches to his descent from Columbus is very great.

### McKENNA'S NATURAL HISTORY.

It Concerns Pigs That Fight and Birds That Race.

"McKenna," said Col. McNerry, "have you that bull pup of yours yet?"

"I have," said the gentleman addressed. "Didn't he lunch on the front leg of O'Brien's brindle Sarsfield last week?"

"Well, Johnny, I tell you what I'll do," continued the colonel. "I'll bet you a ten dollar note that I can find a pig that'll bite your pup."

"G'wan," said Mr. McKenna. "There's no animal on the hoof that can lick that pup. Didn't he ate the nose off Ackerman's bull? Didn't he lick the whiskers that run away from the circus the big man with the red hair had on Archer road, and was there ever a bull tarrier came into Brighton Park that could hold a candle to him, give or take two pounds? Pig me eye!"

"So he did; so he did," mused the colonel. "Right you are, Johnny. Dan O'Connell is a good dog, and well he might be for havin' the name of the finest divile of a man that ever poked his thumb in the British lion's eye. Did ye never hear what he done to Dillany? 'Whir!' he sez, 'you're the lineal descendant of the unrepentant thiffling sez he. Begar, he did, Johnny. Dillany challenged him to a doobl. 'Doobl nothing,' sez O'Connell. 'I'll fight nah Jew man,' he sez, 'an' with that he up an' soaled him in the jaw. A great man he was, indeed, indeed Johnny, although my father knew him when he didn't have a coat to his back, and your dog is a great dog, too, but there's pigs that can bite him. They ain't no tame pigs, but South American pigs, peacocks they call them, that can fight like a Rosecrown man at a funeral. The one I read about in the papers was locked up in a bird store with a bull terrier—a fifty-pound white dog that had killed an' two little eyes like a hound collar button in a red flannel shirt. By dad, a more ferocious lookin' baste never went into a pit. No what do you suppose the pig done with that pup? What do you suppose he done? He burst from his cage and he lept for the dog. He fetched him a soaker in the jaw an' another in the eye, he grabbed him by the ear an' when he lem down he bit a chunk out of him as big as a mac-hole cover. Then he went at him with his tusks an'—"

"God save us, man, that's enough," said Mr. McKenna, thoroughly frightened by the colonel's rambling.

"Yes, Johnny," said the colonel, delighted with the effect of the story. "It's an old saying an' a true one; 'There's more things than ye dream of, Mercurio, in the heavens an' the earth, an' the waters under the earth.' There's animals in Africa an' South America, an' an' an' Balaonia that talks an' acts like man. There's birds that can run faster than a railroad train. Did I ever tell ye about the cossowary in Barnum's circus that raced little Mike Casey, the fastest sprinter in Chicago?"

"You never did," said Mr. McKenna. And what's a cossowary?"

"A cossowary, John, is a bird," said the colonel patronizingly.

"Faith, and so are you," said Mr. McKenna. "Good night."—Chicago Sunday Post.

### WITHOUT WARNING.

Fatal Sweep of an Avalanche Down the Bitter Root Mountains.

It was a February day on the Bitter Root mountains, with a warm wind from the Pacific ocean melting the snow rapidly. "Along the trail, as we went up the mountain side," says the reporter, "great masses of snow seemed to overhang us, and more than once I noticed how anxiously the grizzly-haired old guide seemed to be. There was only a narrow path through the snow, and the twenty mules with five packers followed us in single file. The guide was, of course, in front, and I was second. We had come to a turn in the trail, and I halted to look back. I heard no warning—no cry of alarm. The snow on the mountain top began to move; the width of the avalanche was fully a quarter-mile, and it moved like a dash. There was no rumbling—no crashing; and in fifteen seconds later it was all over. I looked for our pack-train. Not a man or mule had escaped. They had disappeared, and for a wide space there was neither tree nor shrub. 'Close call that!' said the guide. 'Come on! All the men in Montana could not dig them out!' And we rode on in silence."—Golden Days.

### Man-Avraid-of-Being-Fooled.

"Please, sir, you've lost yer handkercher," called a small boy in the post office as he picked up the article in question and tried to restore it to its owner.

"No, you don't; I'm not a big fool as I look," said the man without turning round.

"Nor me, neither, an' I ain't no awful smart I can't learn nothin'," said the small boy, as he stowed away the silk wipe in his own dilapidated pocket. —Detroit Free Press.

### Senatorial Options.

A United States senator reported on a sofa, and by his side was his colleague. They were discussing the dismemberment of some members of their state legislature, which honorable body was then in session.

"I believe that Jones is the biggest fool in the legislature. Don't you agree with me?" said senator No. 1.

"Well," said senator No. 2, respectfully. "I am not so sure about that; in fact, I am committed to Jenkins." —Chicago Tribune.

### A Plunger.

Senior Partner—Send for an expert and have our cashier's books examined at once.

Junior Partner—Bless us! What's happened?

Senior Partner—He asked for a day off to take his girl out sleighing. —N. Y. Weekly.

## Children Cry for Pitcher's Castoria.

M. W. LEVY, Pres.

A. W. OLIVER, V. Pres.

## STATEMENT

Of the Condition of the

Wichita National Bank

Made to the Comptroller of Currency at the City of Business,

March 6th, 1893.

RESOURCES.

Loans and Discounts, \$644,904.66

Bonds and Stocks, 21,872.06

U. S. Bonds, 50,000.00

Real Estate, 65,000.00

Due from U. S., 2,250.00

Overdrafts, 1,491.25

Cash and Exchange, 174,943.91

\$659,561.82

LIABILITIES.

Capital, \$250,